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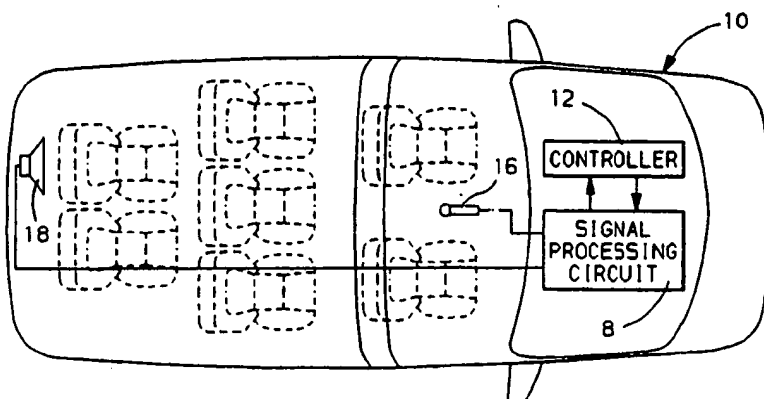
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Luton, Bedfordshire LU1 2SE (GB)(54) **Vehicle intrusion detector.**

(57) Intrusion into an automotive vehicle interior is detected by passing preferably an airborne acoustic signal through a portion of the vehicle interior when the vehicle security system is active, and by measuring any change in phase in the signal as it

passes through the vehicle. The phase of a first frequency component in the signal is sensitive to intrusion into the vehicle, and the phase of a second frequency component is sensitive to false alarm conditions, but is not sensitive to intrusion.

**FIG. 1****EP 0 609 932 A2**

The present invention relates to a system and a method of detecting intrusion into the interior of a vehicle.

An overwhelming number of vehicle thefts involve penetration into the passenger compartment of the vehicle. Systems are generally available which, when armed, detect the opening of vehicle doors, bonnet or boot, such as by monitoring switches actuated upon such opening occurrences. Systems are also generally available for detecting bumping or jarring of the vehicle, which may occur during forced penetration into the vehicle. However, these systems do not detect all forms of penetration into the passenger compartment, such as those not accompanied by the opening of doors or by bumping or jarring of the vehicle.

A system has been proposed in US-A-4,638,294 to detect intrusion by propagating an electromagnetic wave through the vehicle interior and monitoring the amplitude of the received wave, which may change upon intrusion into the vehicle. However, such a system involves the additional expense of adding sophisticated electromagnetic transmitting and receiving equipment into the vehicle.

The present invention seeks to provide improved vehicle intrusion detection.

According to an aspect of the present invention, there is provided a system for detecting intrusion into a vehicle as specified in claim 1.

According to another aspect of the present invention, there is provided a method for detecting intrusion into a vehicle as specified in claim 7.

The present invention can provide a comprehensive vehicle intrusion detector which uses simple and inexpensive parts, some of which may already be present on many automotive vehicles.

A preferred embodiment provides a security system for vehicles which, when armed, periodically propagates an acoustic wave of a predetermined frequency through the interior of the vehicle using a conventional audio speaker. The wave is received in the vehicle interior via a conventional audio microphone and the phase shift between the transmitted and received signals is determined. If the vehicle is even momentarily opened, such as by any intrusion, the phase shift will deviate measurably from a calibrated closed vehicle phase shift. Accordingly, if the phase shift of the signal exceeds a shift threshold calibrated for the vehicle being monitored, an intrusion is detected.

A second wave at a second frequency may be propagated through the vehicle at the time the first is propagated, the second frequency being calibrated to have an insignificant phase shift when an intrusion takes place, but a significant phase shift under certain false alarm conditions, such as non-intrusion conditions which nonetheless produce a

significant phase shift in the first frequency. The phase shift of both frequencies can then be measured and an intrusion detected when a significant phase shift is detected in the first frequency and no significant phase shift is detected in the second frequency.

Preferably, phase shift is only periodically measured, for example after a predetermined period of time has elapsed since the previous measurement, after the vehicle has been bumped or jarred, or after the microphone transduces a significant change in noise within the vehicle. In this manner, power requirements can be reduced.

An embodiment of the present invention is described below, by way of example only, with reference to the accompanying drawings, in which:

Figure 1 is a general diagram of components of an embodiment of intrusion detection system installed in an automotive vehicle;

Figure 2a is a diagram of an embodiment of circuitry used to process acoustic signals;

Figure 2b is a diagram of an embodiment of circuitry used to activate the intrusion detection system; and

Figures 3 - 5 are flow charts of an embodiment of routine for the intrusion detection system of Figure 1.

Referring to Figure 1, an automotive vehicle 10 includes a conventional rear mounted speaker 18, and a conventional forward mounted microphone 16, both of which are connected to a signal processing circuit 8 which communicates with a controller 12. Signal processing circuit 8 is detailed in Figures 2a and 2b. The speaker 18 may be a known high performance speaker having good low frequency response characteristics, while the microphone 16 may be any known microphone capable of transducing sound waves in the acoustic range to representative electrical signals, such as an Electret Omnidirectional Microphone, Model No. 270-090. The signal driving the speaker 18 is provided by the signal processing circuit 8 in a manner to be detailed, and the transduced microphone signal is fed to the circuit 8 where appropriate information is extracted from the signal and fed to controller 12, as will be described.

Figures 2a and 2b detail the circuitry of the signal processing circuit 8 of Figure 1. Generally, controller 12 outputs two square wave pulse trains, one at a first calibrated frequency and the other at a second calibrated frequency. These pulse trains are used by a transmitter portion of the circuit of Figure 2a to drive speaker 18 and by a receiver portion of the circuit to process the signal received from microphone 16.

The difference in phase between the transmitted and received signals at the two frequencies can provide reliable information on vehicle interior vol-

ume. For instance, the phase shift of a closed vehicle with no occupants therein is, for certain frequencies in the acoustic range, significantly different than the phase shift for an open vehicle, such as a vehicle with any open doors or windows or for a vehicle with occupants therein. By properly selecting, in a calibration step, a first frequency for a given vehicle as the frequency experiencing a measurable change in phase between a closed, empty state and an open or occupied state, such intrusions may be diagnosed by periodically measuring phase shift in the vehicle when a parent security system is armed. The first frequency may be in the 20-50 Hertz range depending on the interior volume of the vehicle 10 (Figure 1). In this embodiment, the first frequency is calibrated at 32 Hertz.

However, it has been determined that for certain frequencies having a phase which is sensitive to intrusion, there are related sensitivities which may produce misleading diagnosis of intrusion. For instance, it has been determined that impacting the vehicle exterior, for example striking the vehicle exterior, may cause a change in phase similar to that experienced in an actual intrusion. Such potential false alarm conditions may affirmatively be diagnosed by determining a second frequency sensitive to such conditions and not sensitive to an actual intrusion. By monitoring phase shift in the above-described first frequency and in any such second frequency, the sensitivity of intrusion detection is preserved while providing false alarm detection. In this embodiment, the second frequency is 145 Hz. The second frequency will typically be in the 80-150 Hertz range.

Referring to Figure 2a, a transmitter portion and a receiver portion are illustrated. The transmitter portion generally includes filters 30 and 32, summing amplifier 34, power amplifier 38 and speaker 18. First and second pulse train signals at the above-described first and second frequencies respectively, are output from controller 12, or from some peripheral device such as a conventional pulse generating device, to respective filters 30 and 32. The filters are provided to introduce lag into the signals to make them suitable for driving the conventional speaker 18. It is generally understood in the art that substantially square wave pulse train signals, such as those output from controller 12 are not appropriate for driving speakers. Any conventional filter, such as simple lag filters capable of reducing the slope of the edges of the first and second pulse train signals may be used for this conditioning.

The filtered signals are next passed to a unity gain summing amplifier 34 including input resistors R2 and R4, feedback resistor R8, and pull-down resistor R6, all of which are set to ten kilo-ohms in

this embodiment. As is well established in conventional circuit design, the output of summing amplifier 34 contains the frequency content of the first and second signals. This output signal is passed to a conventional power amplifier 38, such as any power amplifier capable of driving conventional speaker 18. The amplifier in this embodiment is SGS Thomsen TDA 7360. The amplifier 38 drives speaker 18 with a voltage proportional to the summing amplifier output.

The microphone 16 is positioned in the front of the vehicle 10, as described (Figure 1), and transduces radiation generally in the acoustic range, such as that output from speaker 18, which is preferably positioned in the rear of the vehicle 10. The transduced signal is passed through a signal processing circuit including generally pre-amplifier 40, band pass filter 42, low pass filter 52, zero crossing detectors 44 and 54, exclusive-OR gates 46 and 56, D type flip-flops 48 and 58, and AND gates 50 and 60. The circuit provides two output pulses, the duration of each of which is proportional to the amount of detected phase shift at the first and second frequencies.

Specifically, the transduced signal is passed to a conventional pre-amplifier 40, which generally magnifies the amplitude of the transduced signal without frequency discrimination. The amplified signal is passed to two parallel paths, the first starting with a band pass filter 42 and the second starting with a low pass filter 52. The band pass filter 42 may be a conventional second order filter tuned to attenuate significantly frequencies above and below a pass band, which in this embodiment, is centred around the frequency of the second pulse train, in this example 145 Hz.

The band pass filter 42 output is passed to a conventional zero crossing detector 44. The detector 44 monitors the substantially sinusoidal band pass filter output and delivers a high signal when the band pass filter output signal is above a reference and a low signal when the band pass filter output signal is below the reference. The reference in this embodiment is set at approximately 2.5 volts. Such detector 44 may be a simple op-amp in a comparator configuration, wherein the 2.5 volt reference voltage is applied to the inverting input and the band pass filter output is applied to the non-inverting input.

The output of the zero crossing detector 44 is a substantially square wave having the frequency of the signal passed by band pass filter 42. The square wave is pulled up through pull-up resistor R18, and is passed next to exclusive-OR gate 46, D type flip-flop 48, and AND gate 50. These elements are provided to compare the phase between the transmitted signal and the received signal, at the second frequency. The three elements 46-50

generate an output pulse having a duration proportional to the phase shift. The output pulse is fed to controller 12 once per second frequency period.

Specifically, the pulled-up zero crossing detector 44 output is input to a conventional two input exclusive-OR gate 46. The other input to the gate 46 is the second pulse train itself from controller 12. The exclusive-OR gate 46 output will switch between high and low voltage levels for every input edge to the gate 46. This results in a pulse train of twice the frequency of the second pulse train, wherein each positive pulse is of a duration proportional to the change in phase between the transmitted and received signals.

The gate 46 output is fed as the clock input to D type flip-flop 48. The flip-flop 48 may be any conventional D type flip-flop which gates its input D through to its output Q for each rising edge of the clock input. In this embodiment, the inverted flip-flop output Q is fed back into the input D, such that on each rising edge of the clock input, the flip-flop 48 output will switch between digital voltage levels. This ensures that only rising edges will be indicated and passed through to the next stage of the circuit as level changes. The flip-flop 48 output will be high for approximately half the period of the second pulse train, and low otherwise.

The flip-flop 48 output is passed to a conventional two input AND gate 50. The second input is the output from exclusive-OR gate 46. Accordingly, only for about half the period of the second pulse train (when the flip-flop output is high) will any exclusive-OR gate 46 output pulse, representing the amount of phase shift at the second frequency, be gated through the AND gate 50. The AND gate output is fed to a conventional input capture input IC1 of controller 12, via input/output section 14. The input capture port is initialised to generate automatically a software interrupt when a rising or a falling edge is received at the port. When an interrupt occurs, a vector, which is preset in ROM 22, causes the controller to pass to the routine illustrated in Figure 4, to be described.

Returning to the output of pre-amplifier 40, in addition to being fed to band pass filter 42, the output is fed to low pass filter 52, as described. The low pass filter 52 may simply be a first order R-C filter, tuned to attenuate significantly frequencies above a calibrated cut-off frequency, approximately 50 Hz in this embodiment. Accordingly, the frequency content of the signal passed by the filter 52 is dominated by any low frequency signal received by microphone 16, such as the first frequency of 32 Hz.

Testing has indicated that, under the conditions in which this filtering will be active, the low frequency content of acoustic energy in the vehicle will almost entirely be comprised of the first fre-

quency emitted by speaker 18. As such, a simple and inexpensive low pass filter 52 is adequate to pass only that first frequency, substantially unpolluted by other low frequency content. A material presence of low frequency noise in the vehicle when the filtering is active may warrant some other conventional filtering approach, such as second order band pass filtering. It is intended that such alternatives can be incorporated in the embodiment of Figure 2a for providing phase shift of the frequencies of interest to controller 12.

The substantially sinusoidal signal from the low pass filter 52, dominated by the first frequency, is next passed to a zero crossing detector 54, which squares the signal and retains its frequency in the manner described for detector 44. The squared signal is pulled up via pull-up resistor R20, and is passed to exclusive-OR gate 56, D type flip-flop 58, and AND gate 60. In the manner described for the elements 46, 48, and 50 above, these three elements serve to provide a single pulse to controller 12 each period of the first frequency, wherein the duration of each pulse is proportional to the amount of phase shift in the first frequency.

The output of the three elements 56-60 is passed to a conventional input capture port IC2 of controller 12. The conventional input capture input automatically initiates an interrupt when either a rising or a falling edge is received at the port, to be described. The interrupt is serviced by the routine illustrated in Figure 5.

It should be noted that there are many alternatives to providing phase shift information to controller 12 beyond the specific circuitry of Figure 2a. For instance, a high performance processor, such as a conventional digital signal processor, may have the capacity to process data from the two zero crossing detectors 44 and 54 and determine phase shift without any further hardware.

Practical considerations, such as power supply limitations, provide incentive for not continuously executing the phase monitoring function of the circuit of Figure 2a. Rather, the system should preferably operate only when armed by the vehicle operator, such as automatically occurs when the vehicle is exited and the vehicle doors are locked.

Furthermore, once armed, a beneficial tradeoff between system power consumption and vehicle security can be provided by only periodically checking the vehicle for intrusion. The condition on which an armed system will proceed with a security check furthermore can be time-based or event-based. Specifically, the controller 12 may be put to sleep which, for present purposes, means power has been removed from the controller 12 when the vehicle is turned off and the security system is armed. The controller is "woken up" by a hardware timer timing out, by a significant audible noise

input to microphone 16, or by any of a number of conventional security conditions being manifest. Furthermore, the controller will wake up when the vehicle is "turned on."

An embodiment of controller wake-up circuitry is illustrated in Figure 2b. Wake-up inputs 120 are provided to AND gate 96, the output of which is fed to a power supply module 100 wherein the inputs are normally high, and are driven low when some wake-up condition occurs. Such wake-up conditions may include the driver setting the vehicle ignition to its "on" position or a potential security violation, for instance. Appropriate conventional hardware is provided on the vehicle such that when any one of the wake-up conditions is present, the corresponding input to AND gate 96 goes low, driving the AND gate output low. The low AND gate 96 output is fed to an activates the power supply module 100. Inputs indicating a potential security violation may include inputs which are driven low when vehicle doors, bonnet, or boot are opened, or are driven low when the vehicle is bumped or jarred.

When the power supply module 100 receives a low signal from AND gate 96, it applies ignition power to controller 12 to activate the controller. The ignition power will remain on, once triggered by a security input, until the controller returns to sleep which, in this embodiment, is dictated by disable line 98 from controller 12 to power supply module 100 being driven low by a software command. The power supply module 100 may be a conventional regulated power supply, the power output of which may be switched on and off via the described control inputs.

Controller activation need not come solely from a conventional wake-up input 120. Two other sources of activation are provided in this embodiment, these being (i) a significant acoustic input to microphone 16 (Figure 2a), and (ii) a timeout.

While both or either of these wake-up sources may be active in alternative embodiments, the preferred embodiment allows the controller 12 to select one or the other as active at any time. For instance, it may be desirable to minimise system power requirements by not activating the controller unless a significant acoustic input is transduced by microphone 16. Alternatively, if significant acoustic inputs are frequent and are merely false alarms, it may be desirable to switch to a time-based wake-up approach in which the controller 12 wakes up when a timer expires to make appropriate security checks. In this latter embodiment, the system, when armed, will attempt the acoustic input wake-up approach and, if necessary, will switch to the timeout approach. The steps used to carry out this feature will be described with reference to Figures 3a and 3b.

The controller's decision as to which wake-up mode is to be used is generated by output line 116, wherein a low output on line 116 represents the time-based wake-up mode "timer mode," and a high output represents the microphone event-based wake-up mode "microphone mode." Output line 116 is coupled to the data input D of a conventional D type flip-flop 102. The clock input CLK to the flip-flop 102 is coupled to controller output line 114, on which the controller sends a pulse before returning to the sleep mode. This pulse acts to latch the D type flip-flop data input through to the flip-flop output Q. The output is fed to a conventional two input NAND gate 110, and is also inverted via inverter 106 and fed as an input to a conventional two input NAND gate 108.

The controller output 114 is also fed as a trigger input to delay circuit 104. Accordingly, when the controller 12 is returning to the sleep mode, the pulse sent on line 114 starts a delay period of predetermined duration. For instance, the delay circuit may include a conventional "one shot" which delays transmission of a high output signal by a set amount of time after being triggered by an input pulse. In this embodiment, the delay circuit is set to delay transmission of the high output signal in the range of fifteen to thirty seconds. After the delay, a high delay circuit output signal is fed as an input to NAND gate 108, and the high signal is also fed as an input on line 118 to a controller port to indicate the source of any wake-up which may result from the high signal. Upon receiving the pulse, the controller may, at most, proceed with a security check and, at least, may start another delay period by pulsing line 114, for instance if no security check is necessary at the time. When line 114 is pulsed, the delay circuit output is returned to its inactive low, or sleep state.

NAND gate 108 will only output a low signal when the inverter 106 output is high, indicating that the timer mode is active, and when delay circuit 104 output is high, indicating a timeout of the delay period. The low signal is communicated to AND gate 96 and, as described for the inputs 120, drives AND gate output low, activating the power supply module 100 to provide ignition power to the controller 12.

Alternatively, when in microphone mode, the timeout of delay circuit 104 will be blocked by NAND gate 108, so as not to activate power supply module 100. However, a significant microphone signal will activate the power supply module 100 in microphone mode. To determine when such a signal is present, microphone 16 (Figure 2a) output at point A is fed through 10 kilo-ohm resistor R34 to the non-inverting input of comparator 112, to be compared to a threshold voltage level supplied to the inverting input of the comparator 112. The

threshold voltage is set by adjusting variable resistor R32 so the voltage drop from the inverting input to ground is appropriate for the expected level of ambient noise to which the armed system will be subjected. This level can be obtained by measurement of the microphone output voltage under expected ambient noise conditions when the vehicle is off.

The threshold voltage should be set to an amount above the ambient output level, to avoid controller 12 wake-up from mere ambient noise. However, the threshold voltage should not be set so high that noise inputs consistent with intrusion inputs do not wake the controller 12. Factors such as microphone sensitivity, vehicle sound insulation, and microphone location in the vehicle contribute to the application specific nature of the calibration of the threshold voltage.

Returning to comparator 112, if the microphone output level exceeds the threshold voltage, the comparator output will be driven high. As is well-documented in the art, feedback resistor R30 and input resistor R34, are provided with comparator 112 to increase the speed of the output transition and to reduce the potential for multiple triggers, such as from a noisy input from the microphone 16. Both R30 and R34 are 10 kilo-ohms in this embodiment. The comparator output is fed as an input to NAND gate 110. Accordingly, which in the microphone mode with the output Q of latch 102 high, if a significant microphone input results in a high comparator 112 output the output of NAND gate 110 will be driven low, activating power supply module 100 and waking up controller 12.

When the controller 12 wakes up, such as from a low AND gate 96 input to power supply module 100, the controller hardware such as RAM 24 and input/output unit 14 are initialised in a conventional manner. In this embodiment, the controller then focuses on the start-up software routine illustrated in Figures 3a and 3b, starting at step 150. The routine moves next to step 152, to carry out software initialisation, by transferring data constants from ROM 22 locations to RAM 24 locations, assigning initial values to counters and pointers, and initialising flags. At this step two interrupts are enabled. The first, called an input capture 1 (IC1) interrupt, is enabled to occur when a rising edge signal is received at port IC1 (Figure 2a). An interrupt vector is set in ROM 22 to direct the controller 12 to an appropriate interrupt service routine when the IC1 interrupt occurs. The IC1 service routine is illustrated in Figure 4, to be described.

The second interrupt, called an input capture 2 (IC2) interrupt, is enabled to occur when a rising edge signal is received at port IC2 (Figure 2a). The service routine for the IC2 interrupt is illustrated in Figure 5, to be described.

An interrupt mask register in RAM 24 may be appropriately set to mask all but rising edge interrupts for IC1 and IC2. The initialisation step further enables transmission of the first and second pulse trains from controller 12 to the circuit of Figure 2a, as described. The transmission will continue until the controller 12 returns to sleep mode.

The routine next moves to step 154, to determine the wake-up source. By checking appropriate controller 12 ports, such as the port receiving the signal from line 118 (Figure 2b), the controller at step 154 may determine whether the source was the opening of a door, bonnet, or boot, rotation of the ignition cylinder, a microphone input, a timeout from delay circuit 104 (Figure 2b), or the like.

Once the wake-up source has been identified at step 154, the routine moves to step 156, to determine whether a disarm condition is present, such as an appropriate entry to or start-up of the vehicle. Such may be determined on the basis of conventional practice, for instance when rotation of the ignition cylinder is detected a brief amount of time after the vehicle doors are opened. If a conventional disarm condition is present at step 156, the routine moves to step 158, to disarm the security system until the next arming sequence, such as when the vehicle doors are closed and locked for a predetermined period of time while the vehicle is disabled. The disarm condition ensures that the vehicle may be started, for instance by providing a current source to the vehicle starter (not shown), and disables any alarm that may otherwise be enabled.

After disarming the security system at step 158, the routine moves to step 160, to clear a false alarm counter FLSALMCT, to be described. The routine then advances to step 162, to set mode select output 116 (Figure 2b) to a high level to activate the microphone mode, as described. Accordingly, when the security system of this embodiment is armed again, the microphone mode will be active until conditions warrant the timer mode to be active, as will be described. After activating the microphone mode at step 162, the routine moves to step 164, to continue with any steps required to carry out any further general vehicle controller operations. For instance, the controller 12 may be used to control vehicle processes other than security processes when the vehicle is operating. At step 164, any such conventional routines may begin.

Returning to step 156, if a disarm condition is not present, the routine moves to step 180 to determine if an alarm condition is present. For instance, such a condition may be based on the type of input which activated the power supply module 100 (Figure 2b). An input indicating the door, boot, or bonnet is open without a subsequent

rotation of the ignition cylinder (not shown), or indicating the vehicle has been bumped or jarred may constitute an alarm condition at step 180. In such a case, the routine moves to step 182 to activate an alarm in a known manner. Any known alarm, such as opening a current supply line to the vehicle starter (not shown) while flashing vehicle lights and activating the vehicle horn (not shown) for a period of time may be used to indicate the security violation.

After activating the alarm at step 182, the routine moves to step 183 to clear FLSALMCT, a counter indicating the number of false alarms since the last true alarm or since the last time the system was disarmed. Next, the routine returns to step 194 to issue a pulse on line 114 (Figure 2b), which may wake up the controller 12 after the described predetermined period of time. The routine then proceeds to step 196 to prepare for a return to sleep mode, wherein the controller 12 wraps up its present operations, such as storing critical RAM 24 information in non-volatile RAM (not shown). The routine, at step 197, directs the controller 12 to deactivate itself by transmitting a signal on line 98 (Figure 2b) to deactivate power supply module 100.

Returning to step 180, if an alarm condition is determined not to be present, the routine moves to step 184 to wait a predetermined period of time before proceeding with further steps of the routine. This delay is appropriate to accommodate the significant time lag in the hardware of Figure 2a. For instance, when the controller 12 wakes up, it will start transmitting the above-described first and second pulse trains to the circuit of Figure 2a. The frequency information from the pulse trains must be filtered, summed and amplified before reaching speaker 18, they must propagate through the vehicle before being received by microphone 16, and must then be filtered and conditioned before any phase shift information is obtained by the controller 12. The significant time lag involved in this process before informational phase shift data is received at controller 12 is compensated for by the delay of step 184 until it may be assumed that the input capture ports have reliable phase shift information.

During the delay period of step 184, higher priority interrupts may occur to service the phase shift information received at the input capture ports of the controller 12. The information stored on the most recent occurrences of these interrupts is used by the routine of Figures 3a and 3b, and old information is written over by those routines. Accordingly, when the delay at step 184 is complete, reliable information on phase shift has been stored. The routine of Figure 3a then proceeds to use the stored information at step 186, where phase change of the first frequency DLTAPHS1 and phase change of the second frequency DLTAPHS2

are calculated as the difference in time when edges are received at controller 12. As described in Figure 2, one rising and one falling edge will be received at the input capture ports of controller 12 for each period of the first and second frequencies, and the duration of the positive pulse defined by those edges is proportional to phase shift. By calculating the difference between the time the rising edge and the time the adjacent falling edge are received at the controller 12, a value proportional to phase shift is made available.

Returning to Figure 3a, after calculating DLTAPHS1 and DLTAPHS2 at step 186, the routine advances to step 188 to compare DLTAPHS1 to a calibrated threshold phase shift value THRESH1, indicating the maximum amount of phase change that will be assumed not to indicate an intrusion. THRESH1 may be calibrated by monitoring changes in phase of the first frequency for the given vehicle over a variety of intrusion scenarios, such as an open or broken window, open door, etc., and determining the minimum amount of phase shift that corresponds to an intrusion. If, at step 188, DLTAPHS1 exceeds THRESH1, an intrusion may have occurred and the routine proceeds to false alarm detection starting at step 190 (Figure 3b).

As described, the second frequency is calibrated as one in which no significant phase shift occurs upon intrusion, but a significant shift occurs when the vehicle is bumped or jarred, for instance by striking the exterior of the vehicle. Such a condition can affect the phase shift of the first frequency so as to appear as an intrusion. By monitoring both the first and second frequencies, intrusions may be detected with significantly reduced risk of false alarms.

Specifically, the routine compares DLTAPHS2 to THRESH2 at step 190. THRESH2 is calibrated in the manner described for calibration of THRESH1, wherein measurement of phase shift of the second frequency while the condition of interest is effective, such as while the exterior of the vehicle is being bumped or jarred, indicates an amount of phase shift corresponding to the condition. THRESH2 should be set to the minimum phase shift in the selected second frequency that can be attributed to the false alarm condition for the vehicle. If DLTAPHS2 does not exceed THRESH2 at step 190, it is assumed the condition that caused the significant phase shift in the first frequency was not a false alarm and therefore was an actual intrusion. The routine then proceeds to step 192 to activate any conventional alarm provided in the vehicle, such as the alarm outlined at step 182. The routine next clears FLSALMCT at step 193.

Alternatively, if at step 190 the false alarm condition is determined to be present or returning

to step 188, if there was no significant phase shift in the first frequency, an intrusion is assumed not to have occurred and the routine moves to step 198 (Figure 3b) to increment a false alarm counter FLSALMCT stored in non-volatile RAM to indicate that the system woke up from some false alarm condition. The routine next moves to step 200 to compare FLSALMCT to THRESHCT, a counter threshold value indicating the tolerance of the system to false alarms. If FLSALMCT exceeds or is equal to THRESHCT, the routine moves to step 202 to clear mode select output 116 (Figure 2b) to switch from microphone mode to timer mode.

A significant number of false alarms between true alarms or between disarmings of the system, for instance from a driver disarm command, indicates a significant strain on the vehicle power supply and therefore that microphone mode may be undesirable. For example, if the vehicle is armed in microphone mode in a location having a significant level of ambient noise, the system could frequently wake up and check for intrusion with no material gain in vehicle security. Such conditions are assumed to be more appropriate for timer mode where, as described, the vehicle wakes up after a period of time without regard to ambient noise inputs.

This approach to switching from microphone mode to timer mode was selected in this embodiment for its simplicity. However, there are a variety of approaches which can accommodate the change in modes. For instance, by monitoring the time rate of false alarms (the number of false alarms over a period of time) or by directly monitoring the ambient noise once the vehicle is armed and adjusting the threshold voltage at the inverting input to comparator 112 (Figure 2b) so that the ambient noise does not disturb the controller 12, the microphone mode may be avoided when its benefit is reduced.

Returning to step 202, after switching to timer mode, the routine proceeds to step 204 to limit FLSALMCT to THRESHCT to avoid counter overflow. Next, or if FLSALMCT did not exceed THRESHCT at step 200, the routine moves to steps 194 to 197, as described.

As described at step 152 (Figure 3a), controller initialisation upon wake-up includes setting input capture ports IC1 and IC2 to interrupt controller operations when a rising edge is received at either port. These interrupts are assigned a higher priority than that invoking the routine illustrated in Figure 3a, such that when IC1 or IC2 interrupts occur, Figure 3a operations will be halted, the interrupt will be fully serviced, and then the routine of Figure 3a may resume at the point it left off.

An embodiment of routine to service the IC1 interrupt is illustrated in Figure 4 and is entered at step 220. Generally, this interrupt stores alternating

rising and falling edge occurrence times in RAM for use in determining the phase shift of the first frequency signal.

The routine first proceeds to step 222 to determine, such as from the interrupt mask word in RAM 24 (Figure 2a), whether the present interrupt resulted from a rising edge or a falling edge received at the IC1 port (Figure 2a). If it resulted from a rising edge, the routine advances to step 224 to store the present controller clock value TCNT in RAM under the name RISTIM1. The routine then moves to step 226 to switch the interrupt mask flag in RAM 24 to allow interrupts only on falling edges received at port IC1. The routine then returns to pre-interrupt operations, such as in the routine of Figure 3a or 3b, via step 232.

Returning to step 222, if the interrupt was triggered by a falling edge received at port IC1, the routine proceeds to step 228 to store the present controller clock count TCNT, as being representative of the time of the falling edge interrupt, in RAM 24 (Figure 2a) under name FALTIM1. The routine then moves to step 230 to switch the interrupt mask flag in RAM 24 to allow interrupts only on rising edges received at port IC1. The routine then returns, via step 232, to pre-interrupt operations.

The interrupt generated by an edge received at controller port IC2 causes the controller to actuate the routine of Figure 5. Generally, this routine carries out the function of the routine of Figure 4 but applied to the second frequency. The most recent rising edge and falling edge times are stored in RAM 24 for use in determining phase shift by the routine of Figures 3a and 3b, as described. Specifically, this routine, when entered on an IC2 interrupt at step 250, proceeds to step 252 to determine whether a rising edge interrupt occurred. If so, the routine moves to step 254 to store the controller clock count TCNT in RAM 24 under variable name RISTIM2. The routine then proceeds to step 256 to set the interrupt mask flag in RAM 24 to allow interrupts only on falling edges received at port IC2. Next, the routine returns to controller operation prior to the IC2 interrupt, via step 262.

Returning to step 252, if the interrupt was from a falling edge at port IC2, the routine moves to step 258 to store the controller clock count TCNT in RAM 24 under variable name FALTIM2. The routine then moves to step 260 to set the interrupt mask flag to allow only interrupts on rising edges at port IC2. The routine then moves to step 262, to return to prior operations.

The disclosures in United States patent application no. 011,607, from which this application claims priority, and in the abstract accompanying this application are incorporated herein by reference.

Claims

1. A system for detecting intrusion into a vehicle interior comprising first signal transmitting means (18) for transmitting into the vehicle interior a first periodic signal having a first predetermined frequency; first signal receiving means (16) for receiving the first periodic signal; first determining means (12) for determining a first phase shift between the transmitted and received first periodic signals; first comparing means (12) for comparing the first phase shift to a first predetermined shift threshold; and processing means (12) for determining that an intrusion into the vehicle interior has occurred when the first phase shift exceeds the first predetermined shift threshold. 5 10
2. A system according to claim 1, comprising second signal transmitting means (18) for transmitting into the vehicle interior a second periodic signal having a second predetermined frequency; second signal receiving means (16) for receiving the second periodic signal; second determining means (12) for determining a second phase shift between the transmitted and received second periodic signals; and second comparing means (18) for comparing the second phase shift to a second predetermined shift threshold; the processing means being operative to determine that an intrusion into the interior has occurred when the first phase shift exceeds the first predetermined shift threshold and when the second phase shift does not exceed the second predetermined shift threshold. 15 20 25 30
3. A system according to claim 2, wherein the first and second signal transmitting means comprise a common signal transmitter (18). 35 40
4. A system according to claim 2 or 3, wherein the first and second signal receiving means comprise a common signal receiver (16). 45
5. A system according to claim 2, 3 or 4 wherein the second predetermined frequency has a magnitude which, when transmitted in a vehicle interior, undergoes a substantial phase shift upon an occurrence of a predetermined false alarm condition. 50
6. A system according to any preceding claim, wherein the first and/or second predetermined frequencies are in the acoustic frequency range. 55
7. A method of detecting intrusion into an automotive vehicle interior comprising the steps of transmitting a first signal at a first predetermined frequency into the vehicle interior; receiving the transmitted first signal; measuring a first difference in phase between the transmitted first signal and the received first signal; comparing the first difference in phase to a first phase difference threshold; and determining that intrusion into the automotive vehicle interior has occurred when the first difference in phase exceeds the first phase difference threshold.
8. A method according to claim 7, comprising the steps of transmitting a second signal at a second predetermined frequency in the vehicle interior; receiving the transmitted second signal; measuring a second difference in phase between the transmitted second signal and the received second signal; and comparing the second difference in phase to a second phase difference threshold, wherein intrusion into the automotive vehicle interior is determined to have occurred when the first difference in phase exceeds the first phase difference threshold and when the second difference in phase does not exceed the second phase difference threshold.
9. A method according to claim 8, wherein the first and second transmitted signals are airborne acoustic signals.
10. A method according to claim 8 or 9, wherein the second predetermined frequency has a magnitude which, when transmitted in the vehicle interior, undergoes a substantial phase shift upon the occurrence of a predetermined false alarm condition.

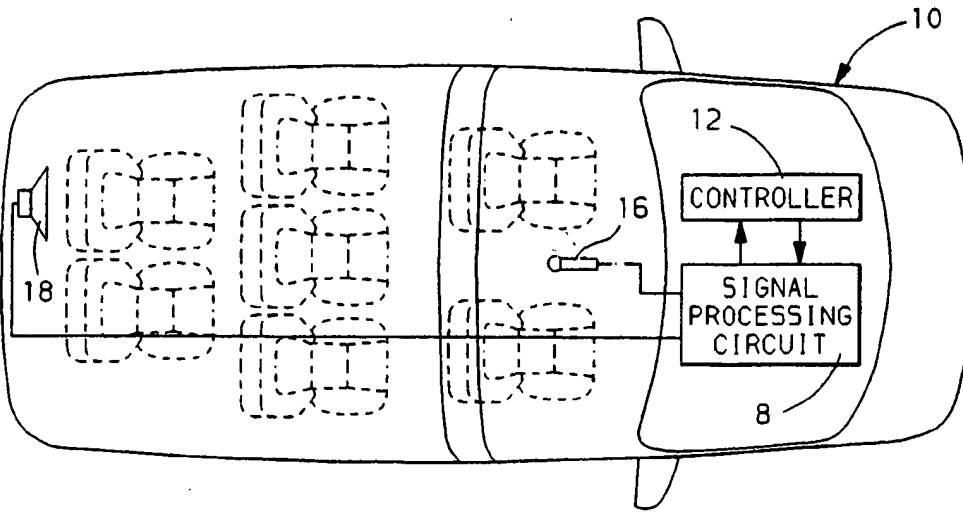


FIG. 1

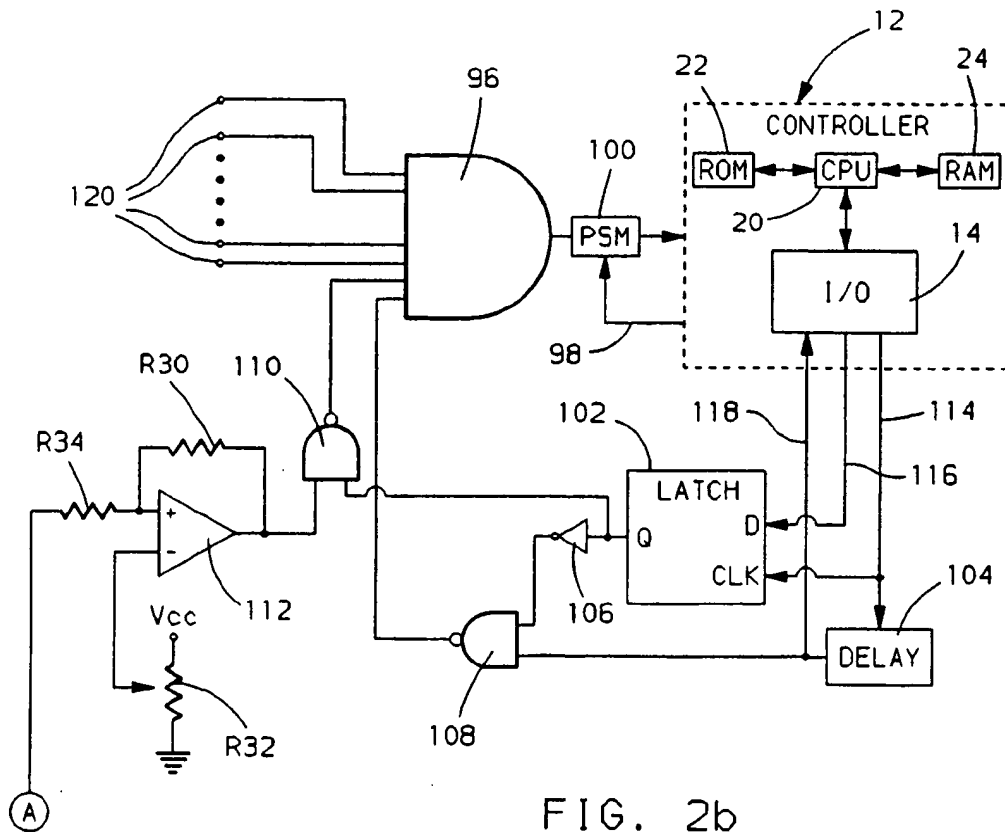


FIG. 2b

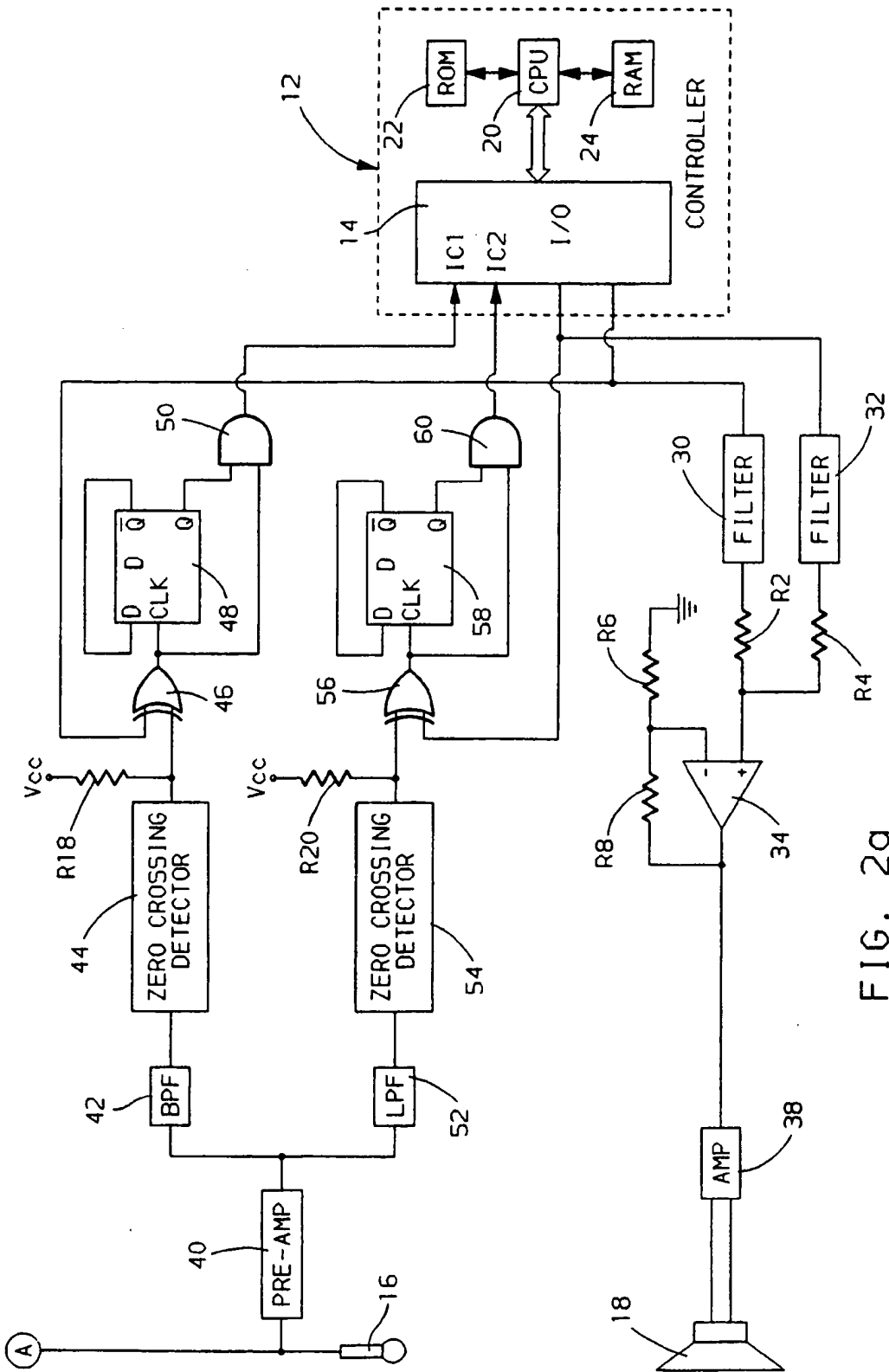


FIG. 2a

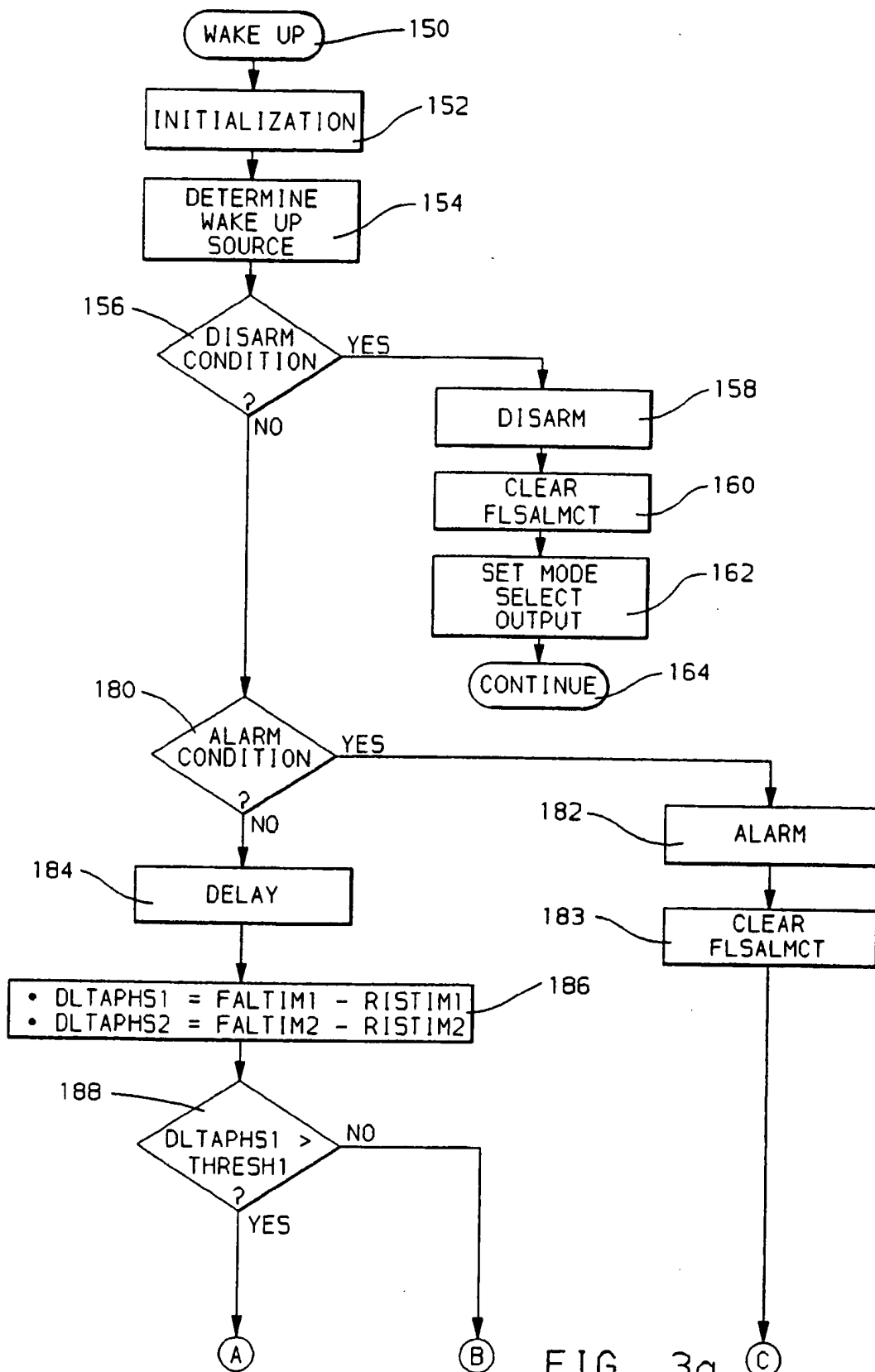


FIG. 3a

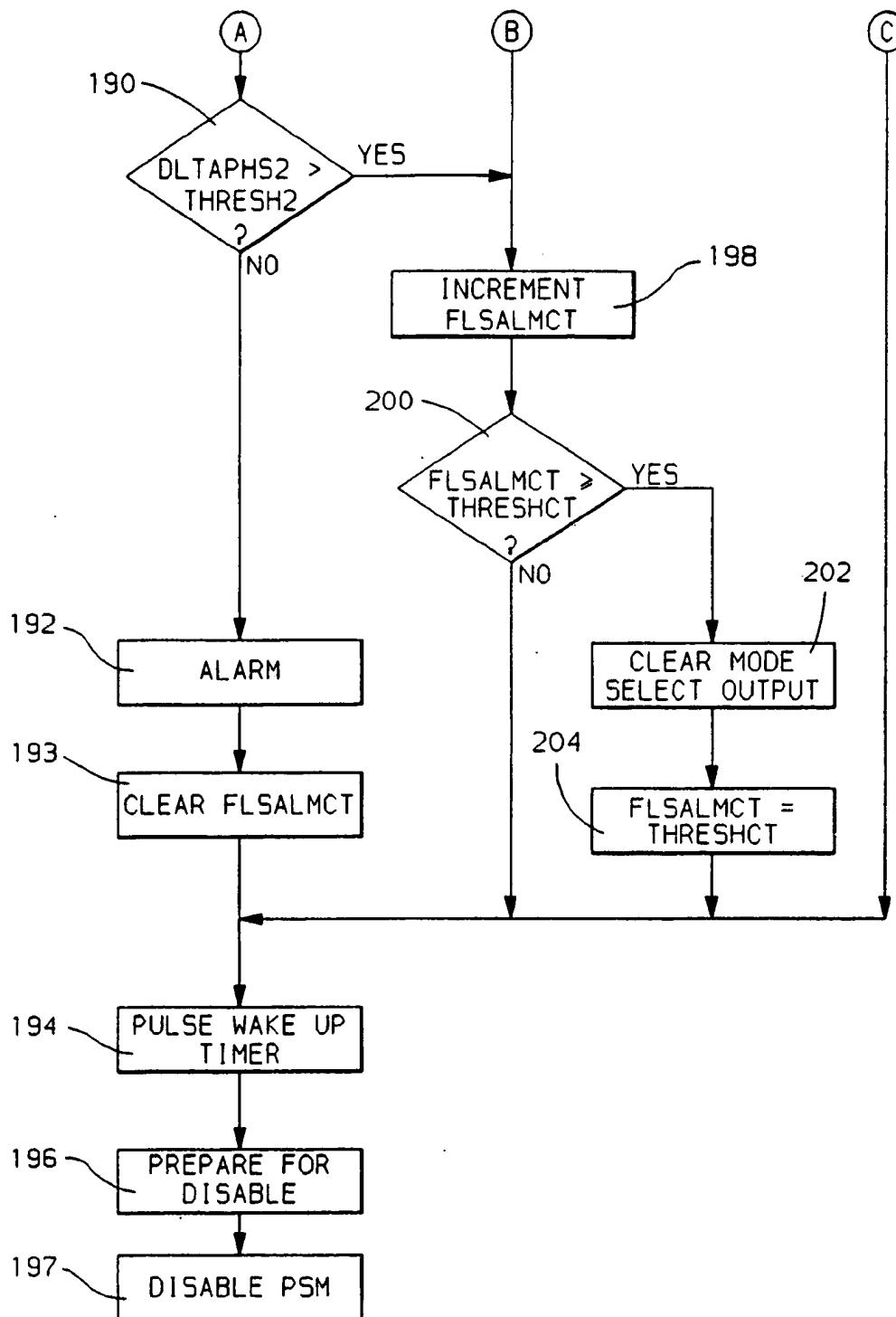


FIG. 3b

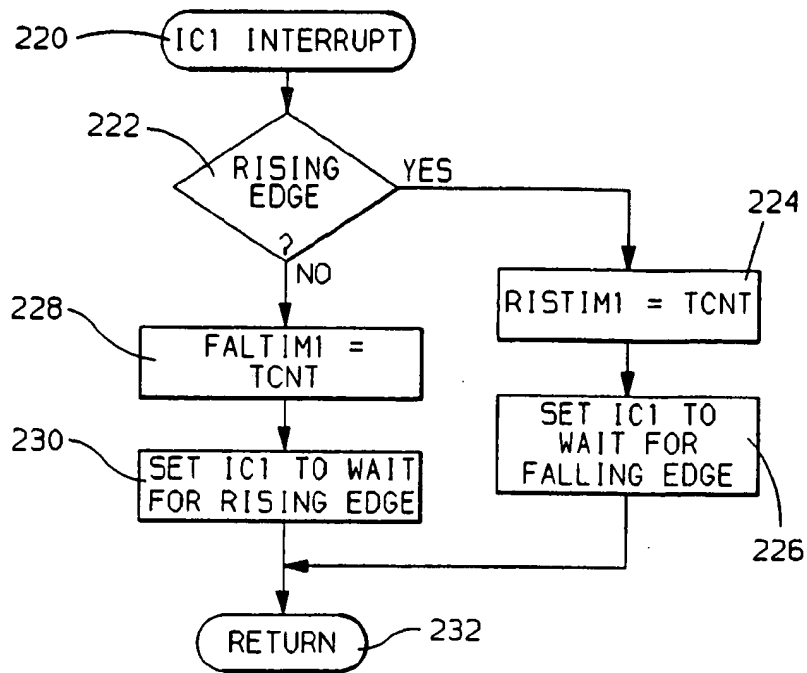


FIG. 4

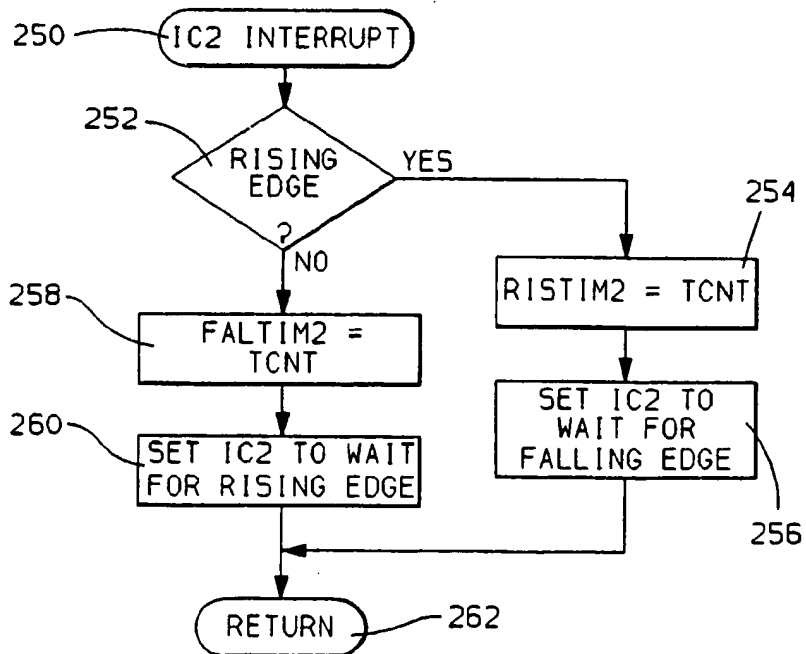


FIG. 5

(19)



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(54) **Vehicle intrusion detector.**

(57) Intrusion into an automotive vehicle interior (10) is detected by passing preferably an airborne acoustic signal through a portion of the vehicle interior (10) when the vehicle security system (8,12) is active, and by measuring any change in phase in the signal as it passes through the vehicle. The phase of a first frequency component in the signal is sensitive to intrusion into the vehicle, and the phase of a second frequency component is sensitive to false alarm conditions, but is not sensitive to intrusion.

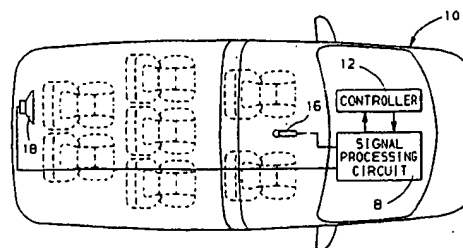


FIG. 1



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EUROPEAN SEARCH REPORT

Application Number
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DOCUMENTS CONSIDERED TO BE RELEVANT

Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.5)
X	US-A-4 929 925 (BODINE ET AL) * column 3, line 30 - line 60 * ---	1,2,7,8	B60R25/10 G08B13/16
X	DE-C-34 10 888 (METZ APPARATEWERKE) * column 2, line 52 - column 3, line 4 * ---	1,7	
X	US-A-3 513 463 (STEVENSON) * column 2, line 53 - column 3, line 14 * ---	1,7	
X	EP-A-0 286 897 (CERBERUS) * column 5, line 29 - line 48 * ---	1,6,7	
A	EP-A-0 486 018 (STEINBRUCKER) * column 4, line 22 - line 55 * ---	1,2,6-9	
A	EP-A-0 481 693 (C & K SYSTEMS) * column 4, line 42 - column 5, line 42 * ---	1,2,4,6, 7,9	
A	DE-A-38 05 439 (DOTRONIC) * claim 1 * -----	1,6,7,9	TECHNICAL FIELDS SEARCHED (Int.Cl.5)
			B60R G08B
The present search report has been drawn up for all claims			
Place of search	Date of completion of the search		Examiner
BERLIN	26 January 1995		Standing, M
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